

UTAH CENTRAL RAILWAY.

PIONEER LINE OF U. H.

NEW TIME CARD--In Effect June 1, 1882.

PASSENGER TRAINS leave Salt Lake City daily for Ogden, and Intermediate Stations, at 7 a.m. and 3.40 p.m.; arrive in Ogden at 8.40 a.m. and 5.20 p.m.

PASSENGER TRAINS leave Ogden daily at 10.10 a.m. and 6.15 p.m.; arrive in Salt Lake at 11.50 a.m. and 7.55 p.m.

SPECIAL PASSENGER TRAIN

Leaves Salt Lake daily for Juab, and Intermediate Stations, at 7 a.m.; connects with B. C. R. R., W. & J. V. R. R., S. L. & Western R'y, Utah & Pleasant Valley R. R., and Sanpete Valley R'y; arrives in Juab at 12.05 p.m.

Leaves Juab at 1.20 p.m.; Nephi, 2.00; Provo, 4.00; Lehi Junction, 5.00; Sandy, 5.45; Junction 5.50; Germania, 6.02; Franklyn, 6.05; arrives in Salt Lake at 6.30 p.m.

REGULAR PASSENGER TRAIN leaves Salt Lake at 2 p.m. for Frisco, Milford, and Intermediate Stations; connects with Stage at Milford for Southern Utah, Nevada and Arizona.

Leaves Frisco at 4.00 p.m.; Milford, 6.10 p.m.; Juab, 4.30 a.m.; Nephi, 5.08; Provo, 7.25; Pleasant Grove, 7.55; American Fork, 8.07; Lehi, 8.19; Draper, 9.00; Sandy, 9.15; Junction, 9.19; Lovendahl's, 9.27; Germania, 9.32; Franklyn, 9.35; arrives in Salt Lake at 10 a.m.

FREIGHT TRAINS run as usual.

For Full Particulars see TIME CARDS.

FRANCIS COPE,
Gen'l Frt & Pass. Agt.

JAMES SHARP,
Ass't Gen'l Sup't.

JOHN SHARP,
Gen'l Sup't.

BUY THE BEST IN THE WORLD
The SCHUTTLE WAGONS,
The BUCKEYE MACHINES,
AND
The CHAMPION HAY RICKER & LOADER
These, together with the largest stock of
Agricultural Implements, Iron, Hardwood and
Blacksmith's Tools,
Will be found in the Warehouses of

GEO. A. LOWE,
Ogden, Utah. ma25 Salt Lake City, Utah.

RED CANYON,
ROCK SPRINGS
And WEBER
COAL.

THE ONLY RELIABLE MARKET FOR
LUMP ASSORTED AND EGG COAL.

Large stock always on hand, and of
weight guaranteed.
Prices low, and special attention given
to the wants of the public.
Office, Deseret Bank Block,
S. GOULD, Agent.

FIRST IN PEACE,
FIRST IN WAR

AND THE

FIRST TO MAKE A REDUCTION IN

Clothing & Gents' Furnishing Goods!

On and after the 1st of June I will make a

REDUCTION OF 25 PER CENT.

On my Entire Stock of Mens', Youths' and Childrens' Clothing, thereby placing Goods at such Prices as to bring them within the reach of everybody. As I Manufacture especially for the Salt Lake Trade, and Buy exclusively for Cash, I am enabled to distance all my Competitors. A call is all that is necessary to Convince the Public of this fact. It is impossible to enumerate the Stock of Goods I carry, suffice to say that it will astonish all desirous of Purchasing.

At my Branch Store (known as the "Mechanics' Store," I also keep a large and varied Stock of Clothing, Gents' Furnishing Goods, Hats, Caps, Boots and Shoes, and everything necessary for a complete outfit. Farmers, Mechanics and Workingmen are more satisfied that the Mechanics' Store is an established fact, and that they can purchase at such Prices that will carry terror into other institutions claiming to be the workingman's friend.

I intend to carry on this Clothing War to the bitter end, and place myself in the estimation of the Community as a Public Benefactor.

MECHANICS STORE

176 Main Street.

NEW YORK CLOTHING COMBINATION,

155 157 Main Street.

AUCTION SALES EVERY WEDNESDAY & SATURDAY EVENING,

The Original E. Jacobs, Auctioneer.

M. H. LIPMAN,

PROPRIETOR,

Original E. JACOBS, Auctioneer, will give attention to out door Sales.

TELEGRAPHIC

Is It a Steal?

San Francisco, 15.—The Evening Bulletin, in discussing the Ocean Shore Railroad, says: Thus far the enterprise is of a shadowy character. The proposed franchise appears to be purely a speculative one. This is the only route by which the railroad could reach the northern part of the city without crossing the bay. Do speculators propose to block this route and hold it for parties who are in the background? What do these petitioners really want? Do they propose to build an independent railroad, or have they ascertained that a franchise by the ocean shore would be a good thing for trading purposes? Are they the real parties interested, or are there others in the background who use a certain number of names because it is not expedient now to make known their ulterior plans? What continental railroad at present proposes to come into this city by way of the ocean shore? What pledge do the proposed incorporators give that they will build any railroad if the franchise were granted? The congressional bill is of little value, except so far as it gives the right of way through Presidio. It ought to be provided that all railroad companies seeking to enter the city may come in by that route upon equitable terms. The hunting of lucrative franchises has now become the business of experts. They are always valuable when they become keys to a situation. Owners can propose terms. They can keep out rivals. The city is asked to give certain persons special privileges which could not be given to other citizens. It is not proposed to pay anything to the city for the franchise, but once obtained there is money in it, and a great deal in the hands of adroit manipulators. These are considerations which ought to have a controlling influence just now.

LIST OF LETTERS

Remaining in the Postoffice at Salt Lake City, Salt Lake County, Territory of Utah, on the 16th day of June, 1882, which, if not called for in one month, will be sent to the Dead Letter office:

LADIES' LIST.
Angell M A Hyde K Peterson Miss
Annett L Hansen L Platt Mrs
Almond J R Householder J Petter A
Apel L Hershaw E Rogers K
Bowers S J Jones Mrs Roberts C
Brown S E Jones A M Ritter W
Bemis V Jensen A S Rocca J R
Burk M Jackson A Keaves E
Butterfield M Jensen A C Roberts F
Butcher L S Johnson C Roberts F F
Berg E Johnson E Rosse D
Bergstrom A Jensen E K Robinson A
Cassell J Jorgensen H Robinson F
Carson M James M Scofield R
Crane A Keating M Stone M J
Conklin H Kimble L G Stanner M
Cook E Kimball M E Stoddard L J
Coulson Mrs Leggett S Shaw L
Dee S A Linderth M Swan J
Deihay D Lawson M Seymour H
DeLong P Lawson E A Smith G
Donaldson E Lambert Mrs Sellers E
Dummer E Lutz D Smith E F
Dillon E Moore M Tame M
Edington R E McCallum N Tattersall A
Edington M Mercer M Tay N
Edwards J Medbury L R Williams Mrs
Fullmer J J Marsh L M Walstrom A
Ford B H Merrill L S Wilson G
Foreman F L Madsen L White E H
Farris C Macadam E L Walder E S
Faulstich H Mills A Weston L
Gardner S Neider P Worthington J
Gibson R M Norfolk M J Woodman L
Gillett F Norrass L Westberg M
Gustafson C Pericle L Wheeler
Gustafson M Pratt E X Gust M J
Havens M Peterson M Young M A
Hunt L Paine J S Young E
Hanson L Powell E Young A
Hammer L Player F B Young K
Peterson D C

GENTLEMEN'S LIST.

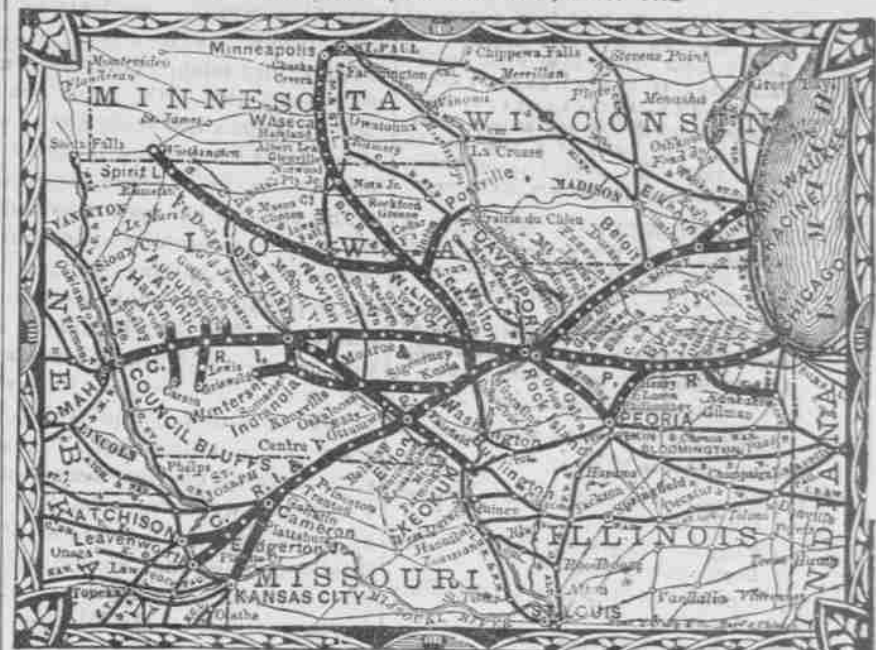
Arvey & Co Edwards & Co Olson P
J A H H Orling W
Anderson J Egan J Penden A J
Adams J Elliot J Perry D A
Adrian H J Kinselud N N Peery D A
Axtell E J Pack E R
Allan K Friebeck C Petty E J
Aby S H Fuller J Pzack H
Abbott T J Gashott E Princes H
Abbott W J Gerson H Pearson H G 2
Azelett A Gronlund I N Peters H
Balle A Goodman J Perkins J
Baldwin A Grimmeison Pennington J W
Barrow B P H Plummer J
Blair C Green W Paine J S
Bergstrom C M General Adut Philpott L
Bennett C ant 2 Perry T E
Bennett J S P Hays W H
Bosor G W Herritt J M Pitts W A
Browne J Hill A N Prescott W H A
Baldwin J Horrocks C Rieley W H
Brosby G H Liskine C Rieley E
Brouse J Hutchins CR Roberts H W
Bramm J Harvey J Robinson J
Butterworth Hender E Ramsden W H
Bigler J Hightower E Ridgen J H
Bigher J Hickman J Rawleigh J
Barnes J Hunter G R Rittenberg M
Buntjer J S Hall G M & Co Kammassa P
Burridge R B Hoglund G A Raymond W A
Barnes R R Huntington G Smith T M
Bowman R Holt J Smith G L O M
Briggs J Hunter J Smith J
Britt Mr Haigh J Snyder A L
Beach M Harvey J C Strang A R
Beck W Hodgson O Steele H
Bridgeway W Sauer E
Bills W A Hall S A Sauer & Win-
Burton W A Holdaway W S ter
Brown W C Hay W C Shaming G D
Brown S J Husbands W Storer G
Brown R P Irvine J Shulte G
Brown D Jackson & Stewart J
Cannister Mr Hughes Sandberg J
Canning B Johnson G W Spriggs H
Coomer C Johnson M W Smith P
Crawford W Johnson N Shuler B
Cowley M F Kammass J Sorenson S C
Clark H Langley Mr Sowers R M
Cate H Lotard A Simms F
Clerch J Lamb M Schreiner W H
Chester J Lewis Taylor Sander W
Cummings J D Leveridge L Charber A D
Carlson J A Layton C Townsend J W
Cowley M F Lyons E Tucker H
Cantwell S G Lewis E Taylor H
Christman O Lund B L Thornton Mr
Cramshaw M Larsen J J Taylor J W
Clements M Larsen M Thompson J P
Cantwell L S Lewis W Trott R
Combs P Livingston J C Thompson W
Cook R L Martin S R 2 Ulfed H
Cook R H McCall S Vindell J
Crowder S McIntosh H Vantell J
Cook W Meloyres P Voyle W B
Carruthers W McDonald G Whitford Dr
Crawford W McKeen Mr Ward D E
Counsell W Merrill A A Wilson C M
Carrington M Martin A Walker E E
Brown Mortenson J P Winter F W
Daisy T Mellen J West H W
Drake Mr Morris J N Watson J M
Davis G B 2 Mayne J Wolfenden J L
Dow H E Matthews J Walte J K
Drake H Moore J Wilcocks J
Dorton J Milen L Wesley Dr J E
Drover J Morris S C 2 Wilkenson M
Davis L S Malmros W Walker M J R
Danelson J Nokes C M C 2
Darling W M Nelson J C Walker S
Davidson W Nelson J Walhe W
Evans E Newman J Webb S
Evans D T Nye W K Young R J

Persons inquiring for the above letters
are requested to state when advertised.
J. T. LYNCH, Postmaster.

SAVE YOUR BOOKS by getting
them bound. Try the HERALD
binders.

A MAN

WHO IS UNACQUAINTED WITH THE GEOGRAPHY OF THIS COUNTRY, WILL SEE BY EXAMINING THIS MAP, THAT THE



CHICAGO, ROCK ISLAND & PACIFIC R'y,

Being the Great Central Line, affords to travelers, by reason of its unrivaled geographical position, the shortest and best route between the East, Northeast and Southeast, and the West, Northwest and Southwest.

It is literally and strictly true, that its connections are all of the principal lines of road between the Atlantic and the Pacific.
By its main line and branches it reaches Chicago, Joliet, Peoria, Ottawa, La Salle, Geneseo, Moline and Rock Island, in Illinois; Danvers, Muscatine, Washington, Keokuk, Knoxville, Oskaloosa, Fairfield, Des Moines, West Liberty, Iowa City, Atlantic, Avoca, Audubon, Harlan, Guthrie Center and Council Bluffs, in Iowa; Callatin, Trenton, Cameron and Kansas City, in Missouri; and Leavenworth and Atchison in Kansas, and the hundreds of cities, villages and towns intermediate. The

"GREAT ROCK ISLAND ROUTE,"

As it is familiarly called, offers to travelers all the advantages and comforts incident to a smooth track, safe bridges, Union Depots at all connecting points, Fast Express Trains, composed of COMMODIOUS, WELL VENTILATED, WELL HEATED, FINELY UPHOLSTERED AND ELEGANT DAY COACHES; a line of the MOST MAGNIFICENT HORTON RECLINING CHAIR CARS ever built; PULLMAN'S latest designed and handsomest PALACE SLEEPING CARS, and DINING CARS that are acknowledged by press and people to be the FINEST RUN UPON ANY ROAD IN THE COUNTRY, and in which superior meals are served to travelers at the low rate of SEVENTY-FIVE CENTS EACH.

THREE TRAINS each way between CHICAGO and the MISSOURI RIVER.
TWO TRAINS each way between CHICAGO and MINNEAPOLIS and ST. PAUL, via the famous

ALBERT LEA ROUTE.

A New and Direct Line, via Seneca and Kankakee, has recently been opened, between Newport News, Richmond, Cincinnati, Indianapolis and La Fayette, and Council Bluffs, St. Paul, Minneapolis and intermediate points.

All Through Passengers carried on Fast Express Trains.
For more detailed information, see Maps and Folders, which may be obtained, as well as Tickets, at all principal Ticket Offices in the United States and Canada, or of

R. R. CABLE, Vice-Pres't & Gen'l Manager, CHICAGO.
E. ST. JOHN, Gen'l T'k't & Pass'r Ag't, CHICAGO.

United Order of Tailors,

No. 30, MAIN STREET,

OLD CONSTITUTION BUILDING.

Opposite Z. C. M. I.

Merchant Tailors.

We wish to inform our Customers and the Public that we have just received the Largest and Best Selected Goods ever received in Utah in the Tailoring Line, consisting of American, English, Scotch and French Manufacture, for

SPRING & SUMMER WEAR

First Class Suits Made to Order on the Shortest Possible Notice, for the Lowest Possible Price.

PERFECT FIT GUARANTEED.

A correspondence should be addressed to
"United Order of Tailors, Salt Lake City"

HEESCH & ELLERBECK,
Plumbers, Gas and Steam Fitters

AGENTS FOR THE FAMOUS

TUERK MOTOR.

PLUMBING, WITH LATEST IMPROVEMENTS.
Water Pipes Laid. Short notice required. Satisfaction guaranteed,
38 MAIN STREET,
SALT LAKE CITY.

Furniture Stor

P. W. MADSEN.

No. 40 MAIN STREET.

A FULL STOCK OF ALL GRADES OF FURNITURE

Constantly on hand.
UPHOLSTERING IN ALL ITS BRANCHES!
I Sell Cheaper than anyone in the City. CALL AND SEE. Ask for what you do not see. I cannot show one-fifth of my stock.
P. W. MADSEN.

THE
PAINTER
W.C. MORRIS

PAINTING IN ALL ITS BRANCHES,

Opposite Continental Hotel.